

For Sale.

WHERE YOU CAN BUY

Superior California LAMB'S WOOL
BLANKETS.

SARATOGA TRUNKS.

TRAVELLING BAGS and SATCHELS.

AGATE COOKING UTENSILS.

THE AMERICAN BROILER.

TURNBULL'S FAMILY SCALES.

TOBACCO SHAVES.

AMERICAN AXES and LOCKS.

HOUSE GONGS.

SMOOTHING IRONS.

LEMON SQUEEZERS.

MOUSE TRAPS.

BILLIARD CUE TIPS and CHALK.

PANUS CORIUM for BOOTS.

AMERICAN AXES and HATCHETS.

LIFE BUOYS.

ROCKETS and BLUE LIGHTS.

DOUGLAS' OFFICE CHAIRS.

COPPER WIRE GAUZE.

WAFFLE IRONS.

GRIDIRONS.

FIRE GRATES.

AMERICAN SOFT FELT HATS.

STATIONERY
FOR LADIES and OFFICE USE,
the
Best and Cheapest
in
Hongkong.

NEW BOOKS
INSTRUCTIVE and AMUSING.
A
Large Assortment of
FRENCH NOVELS.

TAUCHNITZ'S
POPULAR EDITION OF STANDARD
WORKS, &c.

WORKS OF REFERENCE.
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SCHOOL BOOKS.
GLEIG'S SCHOOL SERIES.
PRESENTATION BOOKS.
Etc., Etc., Etc.

RODGER'S CUTLERY.
ELECTRO-PLATED WARE.

WEBLEY and SON'S London-made SPORT-
ING GUNS.

BOSSEY'S PATENT PNEUMATIC GUN.

SELF-SHOT-EXTRACTING REVOLVERS.

THE PATENT BOTTLE CLIP.

TABLE GLASSWARE.

EARTHENWARE.

THE FINEST STOCK OF

CAVITE,

FORTIN, and

MEYSIG,

CIGARS, and

CHEROOTS.

All Specially Selected.

ENGLISH and AMERICAN

GROCERIES.

FRESH SUPPLIES RECEIVED BY EVERY

MAIL.

SMYRNA FIGS.

CRYSTALLIZED CHERRIES.

FARM'S FAVORITE BISCUITS.

STILTON CHEESE.

FRENCH PLUMS.

Calcutta BEEF.

HUMPS.

ROUNDS.

BRISKETS, and

TONGUES.

California ROLL BUTTER.

APPLE BUTTER.

CLAM CHOWDER.

FISH CHOWDER.

Soused PIG'S FEET.

Soused SHEEP'S TONGUES.

Pickled LAMB'S TONGUES.

Gravies CHEESE.

New York CREAM CHEESE.

CAVIARE.

Curried OYSTERS.

California CRACKER CO.'S BISCUITS.

Cracked WHEAT.

HOMINY.

PATE DE FOIE GRAS.

RICHARDSON AND ROBIN'S POTTED MEATS.

Lunch TONGUE.

PREPARED TEA in 5 and 10 Catty Boxes.

WINES and SPIRITS of all Descriptions.

SAIL-MAKING executed on the Premises.

MacEWEN, FRICKEL & Co.

Hongkong, January 28, 1881.

Mails.



MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S. S. NIGATA MARU, Capt.

WYNN, due here on or about the

25th INSTANT, will be despatched as above

on SATURDAY, the 30th April, at

Daylight.

Cargo received on board and parcels at

the Office up to 6 p.m. of 25th April.

No Bill of Lading signed under \$2

Freight.

All Claims must be settled on board

before delivery is taken, otherwise they

will not be recognized.

RATES OF PASSAGE.

To KOBE, Cabin Steerage, \$60 \$15

YOKOHAMA & NAGASAKI, 75 20

SHANGHAI via YOKOHAMA, 120 40

Kobe, 95 30

A Reduction is made on RETURN Cabin

PASSENGERS.

CARGO and PASSENGERS for Nagasaki

will be transhipped to the Shanghai Mail

Steamer at Kobe.

For further Particulars, apply at the

Company's OFFICE, PRAYA CENTRAL, West

Corner Pottinger Street.

Hongkong, April 10, 1881. ap30

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO and PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

THE S. S. BELGIC will be despatched

for San Francisco via Yokohama,

on MONDAY, 2nd May, 1881, at 3 p.m.

Connection being made at Yokohama

with Steamers from Shanghai and Japan

ports.

Freight will be received on board until

4 p.m. of the 1st May.

All Parcel Packages should be marked to

address in full; and must be received

at the Company's Office, until 5 p.m. the

day previous to sailing.

A Reduction of 25 % made on all

RETURN PASSAGE ORDERS ISSUED.

Consular Invoices to accompany Overland

Cargo, should be sent to the Company's

Office addressed to the Collector of Customs,

San Francisco.

For further information as to Freight

or Passage, apply to the Agency of the

Company, No. 50, Queen's-Road Central.

CHAS. H. HASWELL, Jr.,

Agent.

Hongkong, April 22, 1881. my2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF

PEKING will be despatched for San

Francisco, via Yokohama, on MONDAY,

the 16th May, 1881, at 3 p.m., taking

Passengers, and Freight, for Japan, the

United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Buenos Aires, and to ports in Mexico, Central
and South America by the Company's aid
connecting Steamers.

Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers.

Freight will be received on board until 2

p.m. of the 16th May. Parcel Packages

will be received at the office until 5 p.m.,

same day; all Parcel Packages should be

marked to address in full; value of same

is required.

Consular Invoices to accompany Overland

Cargo should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage

and Freight, apply to the Agency of the

Company, No. 5, Praya Central.

RUSSELL & Co., Agents.

Hongkong, April 26, 1881. my10

Entertainment.

DON'T FAIL TO SEE

PROFESSOR W. J. PAYNE,

of LONDON, acknowledged by the

Press and the Public to be the

CHAMPION SPIRITUALIST and SLEIGHT-OF-

HAND PERFORMER OF THE WORLD.

Will give TWO of His

ORIGINAL AND INCOMPARABLE

ENTERTAINMENTS,

at the

GARRISON THEATRE,

TO-MORROW and SATURDAY,

the 29th and 30th of April.

PRICES OF ADMISSION:—

A few Reserved Seats, - - - \$1.00.

Second Seats, - - - \$0.50.

Soldiers and Sailors in Uniform Half-price

to Second Seats.

Hongkong, April 28, 1881. my1

Insurances.

CHINESE INSURANCE COMPANY—

(LIMITED.)

NOTICE.

POLICIES GRANTED at current rates

on MARINE RISKS to all parts of

the World. In accordance with the

Company's Articles of Association, Two-thirds

of the Profits are distributed annually to

Contributors, whether Shareholders or not,

in proportion to the net amount of Premium

contributed by each, the remaining third

being carried to Reserve Fund.

J. BRADLEE SMITH,

Secretary.

Hongkong, April 6, 1881. dup22

LANCASHIRE INSURANCE

COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant

Policies against the Risk of FIRE on

Buildings or on Goods stored thereon, on

Goods on board Vessels and on Hulls of

Vessels in Harbour, at the usual Terms

and Conditions.

Proposals for Life Assurances will be re-

ceived, and transmitted to the Directors

for their decision.

If required, protection will be granted on

first class Lives up to £1000 on a single

Life.

For Rates of Premiums, forms of pro-

posals or any other information, apply to

ARNOLD, KARBERG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

CHINA TRADERS' INSURANCE

COMPANY, LIMITED.

HEAD OFFICE, HONGKONG.

Position of the Company at the close of the

last financial year, the 30th April, 1880.

CAPITAL SUBSCRIBED.....\$1,000,000.00

CAPITAL PAID-UP.....\$300,000.00

RESERVE FUND.....\$425,000.00

BALANCE UNDIVIDED.....\$70,278.43

DIVIDEND PAID TO SHARE-

HOLDERS.....20 % per Annum.

DIVIDEND PAID TO ALL CONTRIBUTORS

OF BUSINESS, 25 % on the amount

of their Contributions.

THE Company grants Policies on MARINE

Risks to all parts of the World, pay-
able at any of its Agencies.

Contributors' Dividends are PAYABLE

TO ALL CONTRIBUTORS OF BUSINESS

WHETHER THEY ARE SHARE-

HOLDERS OR NOT.

B. GOLDSMITH,

Acting Secretary.

Hongkong, August 13, 1880.

THE LONDON ASSURANCE

COMPANY.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First,

A.D. 1720.

THE Undersigned having been appointed

Agents for the above Corporation are

prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either

here, in London or at the principal Ports

of India, China and Australia.

Fire Department.

Policies issued for long or short periods at

current rates. A discount of 20 % allowed.

Life Department.

Policies issued for sums not exceeding

\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship

"Diamond,"

Capt. SUTHERLAND, will

be despatched for the

above Port TO-MORROW, the 29th Inst.,

at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, April 28, 1881. ap20

FOR AMOY.

The Steamship

"Diamond,"

Capt. SUTHERLAND, will

be despatched for the above

Port on MONDAY, the 2nd May, at Noon.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, April 28, 1881. my2

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s

Steamship

"China,"

will leave for the above

at 4 p.m., on MONDAY, the 2nd Proximo.

A. McIVER,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, April 28, 1881. my2

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates

for CHEEFOO, YEWCHOW, TIENTSIN,

TSIN, HANKOW and Ports on

the YANGTZE.)

The Co.'s Steamship

"Mendana,"

Capt. J. NICOL, will

be despatched on or about

the 7th May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 28, 1881.

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE AND PENANG.

The Co.'s Steamship

"Patrol,"

Capt. M. R. WHITE,

will be despatched on or

the same time inserted in the concession regarding the conservation of roads and highways, then the proposed scheme to run a tramway from East Point to the Gasworks might assume a more feasible shape than it does at present.

The concession for the five lines in Manila was, as we are informed, put up to public tender or auction on the 15th inst., more for the purpose apparently of fixing the value of the right than of obtaining a purchaser. It will be seen that Messrs Luciano Maria Bremon y Cabello and Jacobo Zobel de Zangronis had the right to take over the concession at the highest bid made at this public sale, and they exercised that right by taking it over upon the conditions given. The work must be commenced not later than eighteen months from adjudication, and one of the lines must be completed within five years' time. The right to work these lines extends over a period of sixty years, at the expiration of which the plant of the lines reverts to the Government. It is generally supposed by many that the Philippines are far behind British Colonies in enterprise and commercial activity; but it would seem that in this particular of tramways the Englishmen in this part of the world have to take a lesson from the Spanish dependency. Probably the commercial instincts are not wanting in Hongkong, if the Government would but show a desire to encourage such stirrings of the people. It is to be hoped that ere long something may be done here in this matter of tramways and tram-cars.

FORN OFFICE.
Memo. of Conditions. The Concessioner must subject himself in re the construction of tramways in Manila, and the carrying on of this service there.

1.—The Concessioner must bind himself to perform for his account, and without any claim of aid, all the works necessary for the complete construction of five lines of tramways in the city of Manila, which starting from the Plaza S. Gabriel in the village of Rinondo, will lead to the inside of the city, the village of Malate, the Palace of Malacañan, and the villages of Sampaloc and Tondo.

2.—The first of the aforesaid lines, in leaving the Central Station, will cross Rosario Street, and enter through the Street of S. Vicente, journeying through a portion of the later and till it reaches the Street of S. Antonio, it will cross Soledad Street in direction to the Bridge of España, where a double route shall be established nearly from the half of the road, corresponding with Nueva Street as far as to the Esplanade of the Magasin, then the line will make the inside of the city through the Gate of Isabel II., pass across the Streets of Muralla, Bontolito, and Hospital to the Plaza de Maestranza, continuing its course through the Streets of Palacio, Victoria, Salano, and San Francisco which lead to the Street Real and Muralla, and leaves through the Gate of Paris in direction to the Bridge, going across it and descending to the Esplanade on the road before pointed out.

The second line will run over the same route as the first one, until it reaches the Bridge of España, from hence it will lead towards the left through the back point of the Fortin Cigar Manufactory, passing in sight of the Theatre, the Arroceros Cigar Manufactory, the Slaughter House, and the Military Hospital. At this stage it will turn to the right, and follow through the Concepcion Avenue as far as the Esplanade of the Magasin, and proceed along front of the Ancient Water-works, and the Engineer Barracks, crossing the Campo Bagumbayan through the Avenue of the Hermitage in continuation to Street Real, and the Gate of Malate, and terminate on the Plaza de la Iglesia on the East.

The third line will leave the Central Station as the former lines, continuing its journey through Soledad Street until it arrives in the Street of General E. Riquelme, and the Street of General Crespo, from there it will go along the Street of Echague, the Quinta Bridge, Street Real of S. Miguel, and the Avenue of General Salano as far as Malacanang.

The fourth line will follow the same itinerary as the former one, until it reaches the Echague Street and San Roque Street, and will continue through this into the Street of Crespo crossing over the whole of it, and also over the Quiapo Bridge, S. Sebastian Avenue, Carmen Bridge, the Plaza of General Santa Anna, and the Street Real de Sampaloc.

The fifth and last line will proceed through Rosario Street and the Plaza de Rinondo, the Binondo Bridge and the Street of S. Fernando, Madrid, Luvarens, Santo Cristo, and Sagunto, and the wide ground of General and the Street of Bilbao and terminating on the Plaza of the Tondo Church.

Upon the proposal of the Concessioner, or of the Municipal Corporation, the outlines of these routes can be altered, or modified, provided always that the application be made and the utility and the convenience of the modification be fully shown.

It is forbidden to the Concessioner to introduce any modification whatever in the approved Plan without the consent of the Governor General.

2.—Owing to the establishment of this new route, it devolves upon the Concessioner the duty of making good the Streets, pavements, and the surface of the same, &c., in order that they may remain in their former passable condition. The Concessioner must likewise execute for, and advance to whom it may concern, all the materials, labours, outward or underground works which may be required for the repairs and alterations of the buildings, changes of roads and to place them in greater depth caused thereby, (either be they the property of the State, of the province, of Municipal Corporation, of Estates, of Public undertakings, or of private individuals).

The Concessioner likewise binds himself to carry out at his own expense all the works in re the strengthening of the Bridges in the villages and the moveable bridges of the fortified districts as well as other alterations to the surface of the avenues of the former from the necessity of altering slopes, &c. The strengthening works will be completed under the superintendence of an Inspecting Official in charge and prior to a comfortable survey made by him, so that under no case there may arise any consequences which renders the navigation of the creeks difficult.

Those connected with the moveable bridges of the fortified districts will be subject to the direction and vigilance of the Officer commanding the Engineers of the Plaza.

3.—The Works must be carried to conclusion without obstructing in the least possible way the public thoroughfare, for which purpose the Concessioner must submit himself in the order of the works to the directions indicated by the Inspecting Official

in charge of the works. It must be avoided as much as possible the laying out of the tramway lines over drains and underground apparatus of water and gas pipes in the Streets.

4.—The transversal outlines of the Streets on the part occupied by the tramways must be restored to their original condition and no alteration whatever can be made without obtaining beforehand the necessary permit from the authority.

5.—The Concessioner will have to look to the repairs of the pavements, and surface of the streets, using the same materials which were removed from the place to be occupied by the tramway or other of similar class. If it is suitable however to change the system of the stones, or bricks laid in the public road when tramway lines are being constructed—then the new materials will be for account of the Estate or Corporation which owns the road in which the works are to be carried on. If the change is done after the lines of the tramways are laid on—then the cost of the work connected therewith will likewise fall on the Estate or Corporation in question.

6.—All alterations destroying the public roads either upon proposal of the Concessioner or by requisition of the Estate or Corporation owning them, and which can affect the then present condition of the thoroughfare will form the subject of a special plan to be prepared according to the order of the Inspecting Official in charge—the plan in question cannot be carried into effect until it has been approved by the Government or the Commissioner in charge, in which case its construction is compulsory.

7.—It will only be permitted to construct double routes in the Streets and Plazas the width of which between the side walks should not be less than 11 metres, but the parting juncture could be established on sites, the width of which between the side walks should be narrower than 8 metres, and in cases where within these conditions it is necessary to construct the said double route or parting juncture, then a design corresponding with it, showing the form in which it will be established, must be made, and without the approval of the Inspecting Official in charge, it will not be permitted to the Concessioner will be precluded from carrying out the work.

8.—No alteration whatever on the site of the Street where the lines of the tramway will be laid out can be made without the consent of the Inspecting Official in charge.

9.—The inspection of the works both on the part which can affect the ordinary road and on that of the construction of the tramway will be made by the official to whom it concerns or by that nominated for the purposes by the Government.

The costs occasioned by this inspection will be defrayed by the Concessioner in the usual charges for similar cases.

10.—The replanting of the road in every street or walk will be made according to the condition previously established, from thence it will cross Soledad Street in direction to the Bridge of España, where a double route shall be established nearly from the half of the road, corresponding with Nueva Street as far as to the Esplanade of the Magasin, then the line will make the inside of the city through the Gate of Isabel II., pass across the Streets of Muralla, Bontolito, and Hospital to the Plaza de Maestranza, continuing its course through the Streets of Palacio, Victoria, Salano, and San Francisco which lead to the Street Real and Muralla, and leaves through the Gate of Paris in direction to the Bridge, going across it and descending to the Esplanade on the road before pointed out.

11.—All the works which will have to be done on the ground—aid—foundation of the public roads consequent upon the building of the tramway will be, as heretofore stated, on the sole account of the Concessioner, who must submit himself to the instructions pointed out to him. He is moreover bound to build up and fit anew the road in the exigencies of the local services.

12.—The system of the route in all its details shall be assimilated with that which is already in use in the City of Madrid, the result being used in the tramways of Madrid, those on the coach model are most perfect ones, but as regards the latter ones it must be taken into consideration that its maximum width does not exceed one metre and 50 centimetres with the exception of the body of the coach.

Upon the completion of the works, the Inspecting Official in charge will closely examine them, and without obtaining the sanction of the Civil Governor of the province, the Concessioner must build up, or of the whole of the Tramways cannot be put in use.

13.—In the event of the public route suffering from any prejudice with regard to the conditions of the thoroughfare, the Concessioner will be called upon to repair damages for the four days following the completion of the works, and in the event of his not complying with this request the Administrator of the State through the Judicial medium and without further recourse can seize the proceeds of the traffic in order to satisfy this necessity of the public.

The Concessioner will assign for the present the Stations he thinks will be convenient for the service and circulate due notice on the spot. There will be no Stations in the interior of the country nor in the interior of the city, and in the event of there being any of the Concessioner must build up on the lowlands contiguous to some building as to not obstruct nor diminish the area or space of the road.

14.—The Tramways will make their course by general rule through the middle of the side walks, and they shall not interfere with the carriage traffic, and those which might be stopping just in front of the Houses shall be on the side walk but in those streets the middle of which between the side walk is less than 8 metres the centre must precisely be on the side of the undertaking being built, in adopting the most adequate and in each case according to the direction the more frequent passage, but in all cases should remain between the most projecting parts of the coaches and the outer edge of the side walk a distance of not less than 50 centimetres.

15.—The term of the Concession will be of 60 years and according to that laid down in article 8 of the Royal Decree of the 11th Feb. 1888. On the expiry of the aforesaid term the Government will resume to itself the right of the undertaking over the lines and their dependencies, and enter immediately in full possession of all the receipts of the Company, and the Concessioner will be without any right of claiming indemnification.

16.—Applicants for the Concession must deposit one per cent of the estimated gross amount of the line, or lines, proposed, as a guarantee against the proposals made—the deposit will be increased to 3 per cent of the said estimate on and after 15 days of the execution of the Concession. The guarantee question will be decided in favour of the State if the Concessioner, excepting in cases out of his power, should not have begun the work within the space of 18 months following the date of the close of the concession, nor had he within 5 years following the expiry of the term previously fixed for beginning the work completed one of the five lines which form the subject of the written concession.

17.—The deposit lodged as guarantee, will be returned when the Concessioner proves that he has spent in works already completed with the Tramways referred to, an amount larger than that of the said deposit.

18.—In case where the Concessioner should not have completed any of the lines on the term mentioned by condition 17, or neglected to fulfil the obligations of the written Concession in part or in the whole—the Concession will be declared null and void, with loss of the surety excepting in accidental cases or by causes entirely out of his power, according to what is determined by article 22 of the aforesaid Royal Decree.

Manila, 24th June, 1890.
Approved by H. M.
(Sgd.), SANCHEZ BUSTAMANTE
True copy.
(Sgd.), MORAZA

In this case the Concession can be adjusted in any manner at public sale, using as a guide for bidding the amount according to valuation of the works then completed and the materials gathered accordingly. In the event of there not appearing any purchaser to it, the price will be subsequently reduced to 2/3rds, to one-half, and to one-third and one-fourth part of the valuation, and if even so there be no bidder, the Concessioner will be allowed to withdraw the material already procured and reinstate the public roads to their primitive state, but the amount of the deposit lodged by him will be forfeited.

20.—In the event of the Concessioner giving up the carrying on of the services for the period of 6 months the Government has also the right of cancelling the Concession, with all the consequences of the previous condition.

21.—In the cases of the Concession becoming extinct by the work being forfeited the Concessioner can demand through the administrative legal redress against the order wherein the forfeiture is declared, fixing the hearing for two months commencing from the date that the declaration was made known to him, but if after the expiry of two months no steps are taken for reclamation, then no resource will be accepted against the said order, which will be considered as executory.

22.—The Concessioner will have to appoint a representative residing in Manila, who in case of his absence may receive all official communications addressed to him. If the Concessioner fails to comply with this condition, or his representative absents himself from the place of his residence, all communications deposited in the Civil Government Office will be considered valid.

23.—The working of the Tramways will take place subject to rules proposed by the Concessioner and approved by the Government, the hours of operation of the various trams must be so fixed, so far as they are most convenient to the Concessioner, prior to obtaining the assent of the Inspecting Official in charge and the approval of the Civil Governor, and must be announced to the public with due care. All and every improvement introduced must be also notified.

24.—The maximum provisional tariff will be 8 cents of a dollar for a first class fare, and 4 cents of a dollar for a second class fare, for each one of the sections into which the lines are divided and so on by fractions, whatever they are. These tariffs are divided into ferrage and transports answering to 4 cents and 2 cents of a dollar, respectively for first and second class fare both for ferrage and transport.

The Concessioner must be created by the State should take part on the route spoken of, the same will pay to the Concessioner as a right of ferrage 5 cents of a peseta per kilometer and head—it being also practicable to make the collection in proportion of one fifth of a peseta per kilometer.

The maximum definitive tariff will be fixed by the Government after the five years of the commencement of the services—the Concessioner to be admitted into audience, and if those tariffs are found excessive than a new one will be established to which will be to the necessity and convenience both of the public and the Concessioner.

25.—The Concessioner binds himself to maintain the roads paved and in order in the space between the exterior of the rail-roads but 50 centimetres on each side, and to take care of the materials he will do so on his account.

26.—If by any act out of our power there should arise the necessity of occupying temporarily or permanently the public road, or if the same be occupied by the military or military exigencies, done or urgent and indispensable works are required with the due permission of the Ayuntamiento (Municipal Body)—the Concessioner of the Tramway will have no right to reclaim indemnification, arising from any prejudice to the service.

27.—The Concessioner will have no right to indemnification having reference to damages, prejudices, destruction, deterioration, repairs, and changes happening to the works of the tramways from the causes of the new works, repairs whether in the case of the works or the pavement, done or executed by any Branches of the Public Administration.

Neither will he have any right to indemnification over the alterations which may be rendered necessary to the draught of the lines by the suggestion and approval of the Ayuntamiento in the outlines of streets, plazas, &c.

28.—In cases of fire the running on the tramways will be stopped within the space where are being carried on the maintenance for extinguishing the fire, or on that space which is fixed by the authority; in case he is to replace the same, for indemnification of any kind—this applying likewise to circumstances when through any alteration in the public order the tramways are stopped owing to the damages and obstacles in the public roads.

When military exigencies demand, the traffic on the lines through the outside space or inside the Plaza, and especially in the respective roads used for night patrols in the fortified district, will also be stopped.

29.—The Concessioner can construct simultaneously or successively the five lines of the undertaking being referred to, and the same must necessarily and in every respect be finished in its whole and placed in working order within the term mentioned in the condition above referred to.

30.—For all legal effects respecting the completion of the undertaking, the five lines of the tramways will be considered and treated as five distinct lines, so that in the event of disputes arising which may lead one of the lines to be forfeited by the Government, it will not affect that or those which are placed within the legal conditions, and when will continue to be the property of the Concessioner, but the privilege rests with the Government, of granting the forfeited line to others.

31.—The within Concession cannot be transferred to others, either in part or in the whole, without the permission of the Government.

32.—The Concessioner besides these conditions is bound to comply with the instructions and rules of urban policy in existence, and according to the dispositions which may be determined by the Government for the better convenience of the public service.

It is also the duty of the Concessioner to see to it that it is not forth by the Government and the corresponding authorities as regards the public safety and healthful.

33.—The Concessioner is bound to pay to the Ayuntamiento of Manila, after the completion of the first five years of the working of the respective lines, a duty which will not exceed 1/4 % over the receipts on dead weight cargo, if it should be agreed upon by a majority.

34.—In the execution of this Concession it is understood that it does not affect a third party, add that it leaves apart all particular interests. The suffering or aggravated party can make his claims before the ordinary Court without intervention of the administrative agency and without responsibility to the State.

Police Intelligence.

(Before the Hon. M. S. Tannochy).

Thursday, April 28th.

STRAGGLER FROM HIS SHIP.

A. Lind, 22, freeman on board the steamship *Yorick*, admitted being a straggler from his ship on the 27th inst., and was ordered to be put on board his ship by the Police.

PETTY LARCENY.

Leong Achi, 40, coolie, admitted stealing a piece of sandal-wood, value 20 cents, from the house of Mr. A. S. Tannochy, on the 27th inst., and was sentenced to be imprisoned for six months with hard labour.

SUSPICIOUS CHARACTER.

Leong A Kiu, 30, rice pounder, and seven others, were charged with being suspicious characters on the 27th inst. Two women, who were walking on the Pookoon Road, were abused and assaulted by the defendants yesterday afternoon. They were all ordered to enter into their own personal recognisances in \$25 each to be of good behaviour for two months.

CHARGE OF USING THREATENING LANGUAGE.

Augusto Marques, 31, broker, of Macao, was charged with using threatening and abusive language towards S. E. Loy, an assistant in Messrs. Sassoon Sons Co. office, on the 27th inst. Mr. J. J. Francis, the case was remanded till the 3rd May, bail being admitted in two sureties of \$25 each.

PUBLIC GAMBLING.

Leong Achi, 20, tin-smith, was convicted of selling Pak-kop-pu lottery tickets, at house No. 7 Tung Man Lane, on the 27th inst., and was fined \$60, in default to be imprisoned for three months with hard labour.

A DEBENTURE.

Patrick Murphy, 22, of the American schooner *Heracles*, was brought before the Magistrate on a statement made by himself to the effect that he was a deserter from H. M. 16th Regiment, having left the battalion in July, last year, when quartered at Tipperary. From there he had gone to Liverpool, and thence to Boston, where he had shipped in the *Heracles*.

The case was remanded till the 5th May, the usual form to be filled up and sent to the Officer commanding the forces in the Colony.

(Before the Hon. Ng Chey).

BRINGING AND DETAINING A CHILD IN THE COLONY.

Chan Achi, 30, cook, Chan Kwai, and Wong Achi, married women, Kan Achi, druggist, and Li Achi, shop coolie, appeared on remand from the 21st inst., the first defendant being charged with bringing a female child, aged five years, into the Colony for an unlawful purpose, and the second, fourth, and fifth defendants, with receiving and detaining the said child in the Colony on the 30th March last.

The first prisoner, having been duly cautioned, made a statement in defence to the effect that he knew nothing about the child, and that he was not the owner of the house on the 3rd March, and stopped there till the 6th April, when he went on board the Canton steamer to return to Canton, and was arrested on board, because he could not find Li Achi. Some statements were also made by the other prisoners, and all five were committed for trial at the next Criminal Sessions of the Supreme Court; the first and third prisoners being admitted to bail in two sureties of \$50 each, and the others in two sureties of \$200 each.

Singapore.

The Hon. E. A. Irving, Auditor-General, left for London by the steamer *Merionethshire* on the 26th inst., and is expected to return on the 10th April, and that three thousand English coins are on the way there for the Amer.

The Herat Envoys, after halting a day at Kushik-Nakud, crossed the Helmand on the 30th on the road to Herat. Rumours of distant war, and of the arrival of the British, continue to arrive, but nothing certain is known, and the authenticity of the rumours is doubtful.

Calcutta, April 3.—Telegrams, received from Cachar, report that a violent storm took place in North Cachar on Sunday, followed by a severe rain during the night. Serious damage has been done to all the gardens in the track of the storm. The tea bushes are stripped of their leaves, and otherwise injured.

Simla, April 4.—Colonel Chesney is selected to officiate as Military member of the Council of the Amir of Kabul, and has been named as the Amir's military member in Chief. Colonel Newman officiates for Colonel Chesney as Military Secretary.

Two of the Amir's officials from Kabul have reached Kandahar; they report that the Amir has ordered the Amir's cavalry have passed Khetak and Ghazni on the march to Kandahar, and that some regiments of infantry are following at some days' march behind.

Atkabad, April 5.—The large proportion of the Amir's army at Atkabad will in future be troops belonging to the Bengal establishment.

The column destined to punish the Waziris will not enter the enemy's country until the middle of the current month. The how to be struck in to be rapidly and thoroughly delivered, as Kunygram is only some fifty miles from Tank.

General Kennedy should have his force so mobile that he can push on to this point without halting.

(L. & C. Express, March 25.)
A marriage is arranged between Mr. Wallace Houston, youngest son of the late Col. Houston, of Clonkington, N.B., and nephew of Admiral Houston, and Miss Matheson, eldest daughter of Mr. A. Matheson, M.P., of Arbroath, N.B.

The President of the Board of Trade has offered the post of Chief of the Statistical Department—an office worth £1,000 a year, and just vacated by Mr. Giffen—to Mr. J. Wilson, a journalist, and author of several works upon banks and trade.

It is stated to be the intention of the Government to confer further honour on Mr. Donald Currie, M.P. He is already a Commander of the Order of St. Michael and St. George, and may either be raised to the dignity of a Knight of the Bath, or be made a Baronet.

Mr. Whitlaw Reid, editor of the *New York Tribune*, is to marry Miss Mills, the only daughter of a Californian banker and millionaire. The fortune which her father will settle on her at her marriage will be one million sterling. Mr. Reid will take his bride to England immediately after the marriage.

nants to invoke the aid of the Courts. The act is to be partly retrospective.

London, April 8.—The Duke of Argyll has resigned his seat in the Cabinet in consequence of a difference of opinion with his colleagues respecting the Irish Land Bill.

Sir C. Dilke, replying to a question in the House of Commons, said that the Indian Government was willing to send a delegate to the Bi-metallic Conference, but that he would not be authorized to vote on any question to adopt a bi-metallic standard.

Coin 1003.
The Great Powers have presented a preliminary collective note at Athens, notifying that the Greek frontier shall include the southern portion of Thessaly, a strip of Epirus, and that Prussia shall be dismantled.

Rome, April 7.—The Italian Chamber of Deputies has negative a vote of confidence in the Ministry, who have in consequence resigned.

London, April 9.—In the Lords Earl Cairns gave notice that he would propose a vote of thanks to Generals Haines, Stewart, Roberts, Bright, Ross, Hills, Playre and Watson, and the whole army which took part in the Afghan War.

Parliament adjourns for the Easter recess till 22nd April.

Paris, April 8.—In the French Senate the Minister of Finance said he still hoped that England would participate in the Metallic Conference. France, he said, will support a bi-metallic standard, and an influential memorial from bankers and merchants of London has been presented to the Marquis of Hartington urging England's secedence from the Metallic Conference.

Lord Cairnsford has been appointed Lord Privy Seal.

The French generally approve of the Irish Land Bill; only extreme Conservative journals severely criticize it.

Mr. Bradlaugh has been re-elected member of Parliament for Northampton.

Paris, April 9.—An influential French treaty has been disembarked at Bonn, near the Tunisian frontier.

France has sent a circular to her representatives abroad disavowing a policy of annexation, but insisting on French influence preponderating at Tunis.

Paris, April 12.—The French Chamber of Deputies have passed a vote of confidence in the Ministry respecting their policy in regard to Tunis.

London, April 12.—The Conservative candidate, Mr. Ross, has been elected member for St. Ives, in the room of Sir Charles Reed, Liberal member, deceased.

Mr. Dillon has made a speech strongly denouncing the Irish Land Bill, and has been supported by the members of the League held a conference at Dublin yesterday, at which they declared the land bill inadequate to meet the wants of the Irish people.

In a speech made by Mr. Parnell at Cork yesterday, he said that the Irish Land Bill contained serious defects, and that the good light of the Bill would depend upon the firmness of the people and their adherence to the Land League.

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In the Upper House, Portugal, on the 21st inst., a vote of want of confidence in the Ministry, proposed by Senator Fontes, was rejected by fifty against forty-nine votes.

The majority included two of the Ministers. The vote caused a Ministerial crisis. In the Chamber of Deputies on the 23rd inst. Senator Bramcamp, the Premier, communicated to the House that he and the other members of the Cabinet had placed their resignations in the hands of the King.

The fall of the Ministry is attributed to the people generally, who are irritated at the excessive new taxes. The King sent for the Duke of Avila, but the state of his health would not permit him to undertake the formation of a Ministry. Senator Fontes was also sent for, but he refused. Senator Antonio Sampaio, chief of the party named the Regeneradores, was ultimately charged with the formation of the new Cabinet, in which he will assume the posts of President of the Council and Minister of the Interior.

The magistrates of Epsom have inflicted a fine of 5s. on Sir Garnet Wolsey for the offence of keeping dogs without a license.

Telegrams from Constantinople report that the Japanese Imperial Commission, which had been there for some time investigating the conditions of the market with a view to introducing Japanese manufactures, left on the 22nd inst. for Vienna.

The Commissioners think that a profitable trade in tea and, to a lesser extent, in silk and enamel might be opened, and the Porte has shown itself disposed to facilitate the enterprise. If the Japanese Government approves the report of the Commission negotiations will be opened for the conclusion of a commercial treaty.

The Bill relative to Chinese immigration, which is to be introduced into the Legislatures of New South Wales and Victoria, provides that no ship shall bring more than one Chinaman for every hundred tons register, under a penalty, and every Chinese

Merchant Vessels in Hongkong Harbour.

Enclosures of late Arrivals and Departures reported to-day.

any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at the long shore are marked A., near the Kowloon shore K., and those in the body of the Harbour are marked C., in conjunction with the figures denoting the sections.

Section.

1. From P. and O. Co.'s Office to Peddar's Wharf.
2. From Peddar's Wharf to the Naval Yard.
3. From Naval Yard to the Pier.
4. From Pier to East Point.

Works.

Harbour Master's Office.

P. O. Co's Office.

Brit.	stn.	1320	21	Adamson, Bell & Co.	London, &c.	To-day
Amer.	stn.	281	1 April	21 Afong	Hiohwo & Haiphong	
Dutch	stn.	1037	23	Goo, R. Stevens & Co.	Vanila	
Span.	stn.	403	4 April	23 Medvede & Co.	Manila	To-morrow
Brit.	stn.	1739	24 April	24 P. R. S. N. Co.	Europe, &c.	To-day
Brit.	stn.	1586	19	19 Russell & Co.	Yokohama	To-morrow
Brit.	stn.	1616	16 April	20 Adamson, Bell & Co.	Hankow	at daylight
Ger.	stn.	1160	16 April	26 Siemens & Co.	Swatow & Woosung	To-day
Brit.	stn.	862	26 April	27 Douglas LaPraik & Co.	Coast Ports	80th inst.

Japan, str.	1006	April	25	Mitsui Bishi M. S. S. Co.	Yokohama via Kobe	30th day
Brit.	778	April	22	Siemssen & Co.	Shanghai	10th day
Dan.	783	April	24	Wielert & Co.	'sion	10th day
Brit.	784	April	4	Moelich & Co.	'sion	30th inst.
Procr.	876	April	27	Russell & Co.	Holbow, &c.	1st, dayly
Brit.	933	April	26	Yuen Fat Hong	Sangkot	30th inst.
Amex.	48	Nov.	24	China Traders' Insurance Co		
Ger.	925	April	5	Hop Kee & Co.	Singapore	10-day
Brit.	1610	April	16	Butterfield & Swire	Hankow	30th, dayly
Brit.	1029	April	26	P. & O. S. N. Co.	'saki & Yokohama	1st, dayly
Brit.	889	April	26	Jardine, Matheson & Co.	Neuchwang	3rd prox.
Brit.	890	April	24	Jardine, Matheson & Co.		
Aust.	1785	April	25	Melchers & Co.	Trieste, &c.	2nd prox.
Ger.	392	April	24	Morar & Co.		

Outfit	Date	Agent	Port	Status
Aust. str.	734 April 27	Jardine, Matheson & Co.	Amoy	30th day
Brit. str.	782 April 28	Siemssen & Co.	Shanghai	
Siam. sh.	565 April 14	Chinese		
Brit. Sm.co.	245 April 21	Lee Hae Lee		
Amer. bgo.	436 April 7	Eduard Sobellhaas & Co.	Bangkok	
Brit. bgo.	681 Mar. 20	Arnhold, Karberg & Co.	London	
Brit. bgo.	320 April 19	Eduard Schellhaas & Co.		
Dan. bg.	222 April 27	Chinese		
Ger. Sm.co.	358 April 14	Siemssen & Co.	Pekio	
Brit. bgo.	625 Mar. 1	Vogel & Co.	London	
Brit. bgo.	625 Mar. 1	Magers & Co.	"Ouro"	
Amer. bgo.	862 April 22	Adamsen, Bell & Co.	Amoy	Cleared
Ger. bgo.	430 April 11	Arnhold, Karberg & Co.	New York	

Brit. bge.	584	April 12	Edward Sobellhass & Co.	San Francisco
Amer. bge.	1066	April 8	G Vogel & Co.	Portland
Ger. bge.	248	April 16	Wilder & Co.	
Amer. bge.	380	Mar. 20	Captain	Portland (Oregon)
Brit. bge.	397	April 23	Captain	
Amer. sen.	81	Feb. 6	W. H. Ray	
Brit. sh.	887	April 25	Siemssen & Co.	Portland (Oregon)
Amer. bge.	1057	Mar. 24	R. M. & Co.	Philippines
Amer. sh.	1449	April 8	Melchere & Co.	

Feb.	272	April 26	Carlowitz & Co.	Hentsin
Brit. str.	1385	April 25	Jardine, Matheson & Co.	Hentsin
Brit. bg.	255	April 26	Edvard Schellhass & Co.	
Brit. str.	799	April 27	Siemssen & Co.	Shanghai
Ger. str.	1186	April 26	Siemssen & Co.	Shanghai
Brit. str.	880	April 25	Jardine, Matheson & Co.	Shanghai

of-war in Hongkong Harbour.

<i>Class.</i>	<i>Tons.</i>	<i>Arm.</i>	<i>H. P.</i>	<i>Date of Arrival.</i>	<i>Commander.</i>
gunboat	300	...	.....	April 27	Li Wée-hua
corvette	2383	14	230	Mar. 23	W. B. 'unning
gunboat	480	4	420	April 26	Com. Klaus
gun vessel	402	4	100	Mar. 24	W. M. Lang

gun vessel	774	3	160	April 26	W. G. Root
revenue cruiser	354	3	50	Sept. 23	J. Favenc
gun vessel	374	3	160	Mar. 4	R. H. Napier
military hospital	2691	.....	.....	.....	.....
gunboat	465	4	120	.....	.....
gunboat	465	4	60	April 27	Li-Cum. M. L. Bridges
Commodore's flag-ship	3087	20	.....	June 2	Commodore Smith
turret-ship	.....	4	850	.....	.....

CANTON RIVER		CHINESE GUN-VESSELS IN CANTON WATERS, &c.				
Owners.	Name.	Tons.	Guns.	H. P.	Commander.	
Butterfield and Swire	Au-lan	221	7	70	Liu Kuo-chang	
H. O. & M. S.-boat Co.	Chien-lo	221	7	70	J. Stewart	
	Chien-fui	120	3	17	A. Gately	
	Ching-tung	180	6	60	F. Seward	
H. O. & M. S.-boat Co.	Chan-tung	150	2	40	Chan Ti hu	
	Hai tung-hung	120	.....	.....	Leung Yin-tung
C. M. S. S. Co.	Hai-han	24	2	20	H. J. Fannon	
	Li-ha	20	3	20	C. Home	
	Peng-shun-ha	582	4	125	C. H. Ts'ao	

H. C. & M. S.-boat Co.	Quang-on	120	4	40	Li Ping-tye
	Shen-chi	200	5	60	D. Reid
H. C. & M. S.-boat Co.	Sui-tsing	160	4	60	J. K. Murray
	Ching-on	120	2	40	Chinese Admin
H. C. & M. S.-boat Co.	Tehing-po	100	3	40	China
	Tsing-po	20	6	60	A. Garcean
K. K. Cheong & Sons	Li-hu	80	2	8	M. Johnson
	Yu-min	24	8	7	J. Yeats

MERCHANT STEAMERS.		MERCHANT SAILING VESSELS.	
	French	Emma	German barque
Oxus	British	Hedvig	British barque
Perseus	British	Marina	British barque
Shanghai	for London	Norwest	British barque
Stentor	British	Oakland	American ship
Taka	British	Papa	German barque
Tamara	British	Pym	British barque
Tungia	British	Tamara	British barque
W. A. de Vries	British		
Whang	Chinese		
Yung-ching	Chinese		

Zamboi	British	Abreck	Russian corvette
		Ashuelot	U. S. corvette
	MERCHANT SAILING VESSELS.	Monocoq	U. S. corvette
Salavia	British barque	Monquoio	H. M. gunboat
Courier	Siamese barque	Richmond	U. S. frigate
Earl of Elgin	British barque	Wolf	German gunboat

DEPARTING SAILS, at the China Mail Office, No. 2, Wyndham Street, Hongkong.